### 2002

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

# Special Locality Report 124

City of Portsmouth

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire**: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

						City of Portsmo	outh								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth															
(17) George Washington Hw	0.15	31000	G	91%	1%	NCL Chesapeal	3%	0%	F	0.089	F	0.646	31000	G	2002
~				To: From:		SR 239 Victory E	Blvd	-							
(17) George Washington Hw	0.42	22000	G	91%	1%	4% 1%	3%	0%	F	0.087	F	0.617	22000	G	2002
<u> </u>				To: From:		Davis St		ŀ							
(17) George Washington Hw	0.52	23000	G	91%	1%	4% 1%	3%	0%	F	0.083	F	0.595	23000	G	2002
~ · · · · · · · · · · · · · · · · · · ·	2.21			From:	40/	124-8540 Greenwo			_		_				
George Washington Hw	0.31	22000	G	91% To:	1%	4% 1%	3%	0%	F	0.09	F	0.637	22000	G	2002
				From:	SR	SR 141, Frederick 141 George Washin									
17 Frederick Blvd	0.70	13000	G	91%	1%	4% 1%	3%	0%	F	0.095	F	0.566	13000	G	2002
				To:											
17 Frederick Blvd	0.09	15000	G	From: 91%	1%	SR 337 Portsmouth	3%	0%	F	0.101	F	0.58	15000	G	2002
17 Frederick Blvd	0.03	13000	•	3170	1 70	470 170	370	070	'	0.101	'	0.50	13000	G	2002
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~				From:		124-8547 Deep Cree									
[17] Frederick Blvd	0.53	22000	G	91%	1%	4% 1%	3%	0%	F	0.092	F	0.579	22000	G	2002
~~				To: From:		I-264									
17 Frederick Blvd	0.35	55000	G	98%	0%	1% 0%	0%	0%	F	0.088	F	0.569	56000	G	2002
<u> </u>				To:		ALT SR 337 Turnp	ike Rd								
17 Frederick Blvd	0.51	42000	G	98%	0%	1% 0%	0%	0%	F	0.087	F	0.523	43000	G	2002
<u></u>				To											
17 Frederick Blvd	0.16	23000	G	From: 98%	0%	US 58 Airline B 1% 0%	0%	0%	F	0.084	F	0.511	24000	G	2002
17 Frederick Blvd	5.10	2000	-	To:	J /0	124-8758 High		J /0	'	0.004	•	0.011	27000	5	2002
				From:		124-8758, Frederick									
17 High St	0.18	32000	G	98%	0%	1% 0%	0%	0%	F	0.087	F	0.630	33000	G	2002
				To:	12	4-8536 Western Bra	nah Dlvd								
17 High St	2.24	36000	G	98%	0%	1% 0%	0%	0%	F	0.086	F	0.634	37000	G	2002
(17) 1 mg.1 Gt		00000			070				•	0.000	•	0.001	0,000	Ü	2002
C Library Ot	0.00	20222	_	From:	00/	124-8525 Cedar I				0.00		0.507	00000		0000
17 High St	0.93	32000	G	98%	0%	1% 0%	0%	0%	F	0.09	F	0.587	33000	G	2002
~~				To: From:		124-8528 Churchlan	d Blvd	-							
17 High St	0.21	24000	G	98%	0%	1% 0%	0%	0%	F	0.085	F	0.6	25000	G	2002
<u> </u>				To: From:		124-8532 Tyre Nec	k Rd								
17 Western Branch Blvd	0.22	24000	G	98%	0%	1% 0%	0%	0%	F	0.085	F	0.510	24000	G	2002
				To:		ECL Chesapeal	ке								
				From:		ECL Chesapeal	ce								
58 Airline Blvd	0.29	13000	G	96%	1%	1% 0%	1%	0%	F	0.082	F	0.565	13000	G	2002
				To:											
58 Airline Blvd	0.20	15000	G	From: 96%	1%	Greenwood D	1%	0%	F	0.084	F	0.500	16000	G	2002
58 Airline Blvd	0.20	.5000	-	5070	1 /0			J /0	'	0.004	•	0.000	10000	5	2002
A falling = Different	4.00	40000		From:	401	Elmhurst Lane		001		0.001		0.505	40000		0000
58 Airline Blvd	1.30	13000	G	96%	1%	1% 0%	1%	0%	F	0.091	F	0.565	13000	G	2002
~~~				From:		SR 239 Victory E									
58 Airline Blvd	0.28	17000	G	96%	1%	1% 0%	1%	0%	F	0.088	F	0.59	18000	G	2002
<u> </u>				To		SR 337 Portsmouth	Blvd								
(58) Airline Blvd	1.40	17000	G	96%	1%	1% 0%	1%	0%	F	0.084	F	0.547	18000	G	2002
58 Airline Blvd	0.19	20000	G	From: 94%	1%	US 17 Frederick I 2% 1%	3%	0%	F	0.083	F	0.642	21000	G	2002
58 Airline Blvd	0.18	20000	J	J <del>-1</del> /0	1 /0		J /0	U /0		0.000	'	0.042	£1000	J	2002
~~ · · · · · · ·	. =-	05000		From:	10:	High St	201		_	0.05=	-	0.00-	000		005-
(58) London Blvd	0.72	25000	G	94%	1%	2% 1%	3%	0%	F	0.087	F	0.662	26000	G	2002
~				To: From:		SR 141; London I	Blvd								
58 Martin Luther King Free	0.77	23000	G	94%	1%	2% 1%	3%	0%	С	0.087	F	0.557	25000	G	2002
				To		Cleveland St									
58 Martin Luther King Free	1.16	49000	G	94%	1%	2% 1%	3%	0%	F	0.094	F	0.507	51000	G	2002
Martin Luther King Free	0	.5550	-	To:	. 70	WCL Norfolk		3,0	•	5.55∓	•	5.551	3.000	_	_002
						., CL INDIDIK		J							

						Oity of 1	ortsmouth								
Route	Lengt	h <b>AADT</b>	QA	4Tire	Bus	2Axle 3	Truck- 3+Axle 1T	rail 2Tr	ail QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ity of Portsmouth									-						
			_	From:	201		derick Blvd	0/ 00	┙ _		_		40000		
141 George Washingt	on Hw 0.36	18000	G	96%	0%	1%	1% 2	% 0%	6 F	0.092	F	0.669	18000	G	2002
				To: From:			Elm Ave								
George Washingt	on Hw 0.48	14000	G	96%	0%	1%	1% 2	% 0%	6 F	0.089	F	0.71	14000	G	2002
<u> </u>				To: From:		Portsmo	outh Blvd								
<sub>141</sub> )Effingham St	0.76	24000	G	96%	0%	1%	1% 2	% 0%	6 F	0.093	F	0.619	24000	G	2002
				To:		I-	264								
Effingham St	0.18	37000	G	96%	0%	1%	1% 2	% 0%	6 F	0.074	F	0.577	37000	G	2002
				To:		Sou	ıth St								
Effingham St	0.25	31000	G	97%	1%	1%		% 0%	6 F	0.077	F	0.538	32000	G	2002
				To:		Ц	gh St								
Effingham St	0.06	25000	G	97%	1%	1%		% 0%		0.079	F	0.516	27000	G	2002
Lining nam of	0.00	20000	•	To:	170		on Blvd	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Ť .	0.010	•	0.010	2,000	Ŭ	
_				From:			gham St								
41)London Blvd	0.33	23000	G	97%	1%	1%	1% 1	% 0%	6 F	0.09	F	0.709	24000	G	2002
				To- From:		Eln	n Ave								
London Blvd	0.83	26000	G	97%	1%	1%		% 0%	6 C	0.091	F	0.704	27000	G	2002
<i>9</i>				To:		M L Kin	g Freeway								
				From:		ECL	Suffolk		1						
64) Western Freeway	0.88	34000	G	94%	0%	1%	2% 3	% 0%	6 F	0.093	F	0.528	34000	G	2002
				To		Towne	Point Rd		<b></b>						
64) Western Freeway	4.07	28000	Α	96%	0%	1%		% 09	6 C	0.102	Α	0.637	31000	Α	2002
04) 17 0010111 1 100110)	1.07	20000	,,	To:	070		l of Bridge	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Ť	0.102	, ,	0.001	0.000	,,	
				From:			tsmouth Blvc								
(39) Victory Blvd	0.22	6800	G	94%	1%	1%		% 0%		0.094	F	0.61	7100	G	2002
39) Violory Bird	0.22	0000	•	- I	170			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	· ·	0.001	•	0.01	7 100	Ŭ	
\/iotom/Dlvd	0.22	22000	G	From: 94%	1%		irline Blvd	% 0%		0.006	F	0.511	22000		2000
Victory Blvd	0.33	22000	G	94%	170	1%	1% 2	% 0%	6 F	0.086	Г	0.511	23000	G	2002
				From:			264								
Victory Blvd	0.59	21000	G	94%	1%	1%	1% 2	% 0%	6 C	0.083	F	0.515	22000	G	2002
				To: From:		Green	wood Dr								
239) Victory Blvd	1.08	17000	G	94%	1%	1%	1% 2	% 0%	6 F	0.086	F	0.557	17000	G	2002
				To		Deen C	reek Blvd								
239 Victory Blvd	0.44	18000	G	92%	1%	2%		% 0%		0.082	F	0.579	19000	G	2002
.55)				To:					_						
(39) Victory Blvd	1.25	12000	G	From: 92%	1%	2%	Washington I 2% 3	% 0%	6 C	0.103	F	0.797	12000	G	2002
39) Victory Biva	1.23	12000	•	92 /0	1 70			70 07		0.103	'	0.737	12000	J	2002
			_	From:			n Pkwy	.,			_				
Victory Blvd	0.55	8100	G	92%	1%	2%		% 09	F	0.113	F	0.855	8500	G	2002
				To:			n Ave								
ast			_	From:			ortsmouth	0/		0.4:-	_				
264	0.23		G	94%	0%	2%		% 0%		0.119	F		23000	G	2002
Cor	mbined Traffic	c: <b>43000</b>	G	94%	0%	2%	1% 3	% 0%	6 F	0.119	F		46000	G	
ast				From:		Greenw	ood Drive								
264)	1.29	23000	G	94%	0%	2%	1% 3	% 0%	6 F	0.127	F		24000	G	2002
	mbined Traffi		G	94%	0%	2%		% 0%		0.127	F		49000	G	_502
301		. +0000	•		J /0			, 5 0 /	_ '	J. 121	•		70000	J	
ast				From:		SR 239 V	ictory Blvd								
264)	0.94	29000	В	94%	0%	2%	1% 3	% 0%	6 В	0.13	Α		31000	В	2002
	mbined Traffic	: <b>57000</b>	F	94%	0%	2%	1% 3	% 0%	6 C	0.097	Α	0.644	59000	F	
				To: From:		SR 337 Por	tsmouth Blvc	<u> </u>							
East	o ==	00000	_		001				<b></b>	0.446	_		00000	_	0000
264	0.72		G	94%	0%	2%		% 0%		0.112	F		32000	G	2002
Cor	mbined Traffic	c: <b>62000</b>	G	94% To:	0%	2%	1% 3 derick Blvd	% 09	6 F	0.112	F		66000	G	

							City of	Ortonic	Jatin								
Route		Length	AADT	QA	4Tire	Bus			uck 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ity of Portsmout	h				From:		110 17 0	1 . 1 .	N. 1	1							
East		0.99	36000	G	94%	0%	2%	rederick E 1%	3%	0%	F	0.116	F		39000	G	2002
264	Combined		72000	G	94%	0%	2%	1%	3%	0%	, F	0.116	F		77000	G	2002
	Combined	Hailic.	72000	G	94 76	070				070	F	0.110	Г		77000	G	
East					From:		Deep	Creek Blv	<u>rd</u>								
264)		0.67	35000	G	94%	0%	2%	1%	3%	0%	F	0.114	F		37000	G	2002
	Combined	Traffic:	69000	G	94%	0%	2%	1%	3%	0%	F	0.114	F		74000	G	
					To: From:		SR 141	Effinghan	n St	-							
East		0.87	31000	G	94%	0%	2%	1%	3%	0%	F	0.096	F		34000	G	2002
264	Combined			G	94%	0%	2%	1%	3%	0%	F	0.089	F	0.507	65000	G	2002
	Combined	manic.	01000	G	70 To:	0 70		L Norfolk		0 /6	'	0.009	'	0.507	03000	G	
Vest					From:			Portsmou		1							
264)		0.61	22000	G	94%	0%	2%	1%	3%	0%	F	0.109	F		23000	G	2002
204)	Combined		43000	G	94%	0%	2%	1%	3%	0%	F	0.119	F		46000	G	
	00										•	00	•		.0000		
Vest					To: From:			wood Driv									
264)		1.34	23000	G	94%	0%	2%	1%	3%	0%	F	0.109	F		25000	G	2002
	Combined	Traffic:	46000	G	94%	0%	2%	1%	3%	0%	F	NA			49000	G	
N/+					To- From:		SR 239	Victory B	lvd	-							
West		0.75	28000	F	94%	0%	2%	1%	3%	0%	С	0.123	F		28000	F	2002
264	Combined			F	94%	0%	2%	1%	3%	0%	C	NA	•		59000	F	2002
	Combined	rramo.	01000	•		070				070	O	147 (			00000	•	
Vest					From:		SR 337 Pc	ortsmouth	Blvd								
264)		0.84	31000	G	94%	0%	2%	1%	3%	0%	F	0.110	F		33000	G	2002
	Combined	Traffic:	62000	G	94%	0%	2%	1%	3%	0%	F	NA			66000	G	
A/ 1					To: From:		US 17 F	rederick F	Blvd								
West		0.55	36000	G	94%	0%	2%	1%	3%	0%	F	0.101	F		38000	G	2002
264	Combined			G	94%	0%	2%	1%	3%	0%	F	NA			77000	G	2002
	Combined	manic.	72000	G	34 /0	0 70				070	'	INA			11000	J	
West					From:		Deep	Creek Bly	⁄d								
264)		1.17	34000	G	94%	0%	2%	1%	3%	0%	F	0.109	F		37000	G	2002
	Combined	Traffic:	69000	G	94%	0%	2%	1%	3%	0%	F	NA			74000	G	
					To: From:		SR 141	Effinghan	n St	-							
West		0.45	29000	G	94%	0%	2%	1%	3%	0%	F	0.074	F		31000	G	2002
264	Combined			G	94%	0%	2%	1%	3%	0%	F	NA	'		65000	G	2002
	Combined	manic.	01000	G	74 /0 To:	0 70		L Norfolk		0 /6	'	INA			03000	G	
					From:			Chesapeak									
337 Portsmouth	Blvd	0.34	31000	G	97%	1%	2%	0%	1%	0%	F	0.084	F	0.558	33000	G	2002
337). 6.1664	2	0.0.	0.000		T	. , ,					•	0.00	•	0.000	00000		
337 Portsmouth	Dhal	0.60	26000	_	From:	10/		es Ferry R				0.006	г	0.57	27000		2002
337 Portsmouth	і Біvu	0.60	26000	G	97%	1%	2%	0%	1%	0%	F	0.086	F	0.57	27000	G	2002
					From:			urst Lane					_				
337)Portsmouth	Blvd	1.17	22000	G	97%	1%	2%	0%	1%	0%	С	0.083	F	0.612	23000	G	2002
$\stackrel{\smile}{=}$					To: From:		SR 239	Victory B	lvd								
$_{337})$ Portsmouth	Blvd	0.23	19000	G	97%	1%	2%	0%	1%	0%	F	0.082	F	0.607	20000	G	2002
					To:	US	58, ALT U	JS 460 Ai	rline Blvd								
337 Portsmouth	Blvd	0.10	18000	G	97%	1%	2%	0%	1%	0%	F	0.079	F	0.564	18000	G	2002
/					To:		ALT SR 3	37 Turne									
	Blvd	0.15	16000	G	From: 97%	1%	2%	0%	1%	0%	F	0.089	F	0.658	16000	G	2002
227 Portsmouth		5.15	. 5550	•	J. 70	1 /0			1 /0	J /0		0.000	•	0.000	.0000	J	2002
9337 Portsmouth	DIVU				To:			I-264									
<u> </u>		0.00	0700		From:	40/			40/	00/	_	0.000	_	0 577	0000	_	0000
<u> </u>		0.22	8700	G	95%	1%	2%	1%	1%	0%	F	0.089	F	0.577	9200	G	2002
<u> </u>		0.22	8700	G		1%	2% N	1% Iain St	1%	0%	F	0.089	F	0.577	9200	G	2002
Portsmouth 337 Portsmouth 337 Portsmouth	Blvd	0.22	8700 8700	G N	95% To:	1%	2% N	1%	1%	0%	F N	0.089	F N	0.577	9200	G N	2002

22-46   3-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2							City of Portsn	outh								
The Company	Route	Length	AADT	QA	4Tire	Bus	•		 2Trail	QC		QK		AAWDT	QW	Year
237   Portsmouth Blvd	City of Portsmouth								-							
Despt Cost Bird   Despt Cost	Portomouth Plvd	0.04	10000	G		10/		10/	00/	_	0.007	_	0.590	11000	C	2002
337   Portsmouth Blvd   0.79   7700   G   95%   1%   2%   1%   1%   0%   F   0.111   F   0.889   6700   G   2003	337 Portsmouth biva	0.94	10000	G	95%	170	2% 1%	170	0%	Г	0.067	Г	0.569	11000	G	2002
ALT LINE TERESTANCE   Block		0.47	0.400			40/	•				0.444		0.000	0700		0000
Second   S	337 Portsmouth Blvd	0.17	6400	G	95%	1%	2% 1%	1%	0%	F	0.111	F	0.689	6700	G	2002
1.51   Fire No. No.   1.52   Fire No. No.   1.52   Fire No.   1.52   Fire No. No.   1.52   Fire No.																
Second Part	337 Portsmouth Blvd	0.79	7700	G		1%			0%	С	0.122	F	0.723	8100	G	2002
Second   S																
S37   Elm Ave   0.72   5100   G   95%   1%   2%   1%   1%   0%   F   0.118   F   0.614   5300   G   2002	227 Flm Ave	0.32	5000	G		1%			0%	F	0 102	F	0 588	5300	G	2002
September   Sept	337)=			_	To:					-		•				
SR 239 Victors Bird   SR 290 Victors Bird	OOZ Elm Ave	0.72	5100	G						F	0 118	F	0.614	5300	G	2002
See   1900   G   1900   G   1900   G   1900   G   1900   G   2002   1900   G   200	337) LIIII AVE	0.72	3100	•	95 70	1 /0			070	'	0.110	•	0.014	3300	J	2002
Buston: Number   Rule   September   Rule   Rule   September   Rule   Ru		0.00	2000	_		40/					0.405	_	0.547	0500		0000
SR 337   Elm Ave   0.32   6800   G   69%   1%   2%   1%   1%   0%   F   0.13   F   0.679   6900   G   2002	337 Elm Ave	0.23	9000	G	95%	1%	2% 1%	1%	0%	F	0.135	F	0.547	9500	G	2002
West   Chesspeaks   SR 337 Portsmouth Blvd   1.05   7600   G   87%   1%   3%   2%   7%   0%   F   0.084   F   0.588   8000   G   2002					From:		Burtons Point	Rd	-							
ALT	337)Elm Ave	0.32	6600	G		1%	2% 1%	1%	0%	F	0.13	F	0.679	6900	G	2002
Combined Part   1.05   7600   G   87%   1%   3%   2%   7%   0%   F   0.084   F   0.568   8000   G   2000	<u> </u>				To:		WCL Chesape	ake								
US 17 Frederick Blvd	ALT							h Blvd								
ALT	337) Turnpike Rd	1.05	7600	G	87%	1%	3% 2%	7%	0%	F	0.084	F	0.568	8000	G	2002
ALT	<u></u>				To		US 17 Frederick	Blvd								
ALT SEASON ALT SEASON S		0.20	14000	G	070/	10/			00/	_	0.005	_	0.510	15000	_	2002
ALT 337) Tumpike Rd  0.54	337) Turripike Ku	0.30	14000	G	01 70	170	370 270	1 70	076	F	0.065	Г	0.519	13000	G	2002
See   264   Combined   Traffic   Combined	ALT				From:		Howard St									
Harbor Dr   0.05   3600   G   87%   1%   3%   2%   7%   0%   F   0.098   F   0.503   3800   G   2002	$\overline{}$	0.54	11000	G	87%	1%	3% 2%	7%	0%	С	0.072	F	0.582	12000	G	2002
ALT	301)				To:		Harbor Dr									
ALT 337) Harbor Dr 0.35 4000 G 87% 1% 3% 2% 7% 0% F 0.088 F 0.504 4200 G 2002  ALT 1800 S8 Airline Blvd 0.29 13000 G 96% 1% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% F 0.082 F 0.565 13000 G 2002  ALT 460) S8 Airline Blvd 0.20 15000 G 96% 1% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% F 0.082 F 0.565 13000 G 2002  ALT 460) S8 Airline Blvd 0.20 15000 G 96% 1% 1% 0% 1% 0% 1% 0% F 0.084 F 0.500 16000 G 2002  ALT 460) S8 Airline Blvd 0.20 15000 G 96% 1% 1% 0% 1% 0% 1% 0% 1% 0% F 0.084 F 0.500 16000 G 2002  ALT 460) S8 Airline Blvd 0.28 17000 G 96% 1% 1% 0% 1% 0% 1% 0% F 0.084 F 0.500 16000 G 2002  ALT 460) S8 Airline Blvd 0.28 17000 G 96% 1% 1% 0% 1% 0% F 0.084 F 0.500 16000 G 2002  ALT 460) S8 Airline Blvd 0.18 Airline Blvd 0.10 18000 G 96% 1% 1% 0% 1% 0% F 0.088 F 0.565 13000 G 2002  ALT 460) S8 Airline Blvd 0.10 18000 G 97% 1% 2% 0% 1% 0% F 0.089 F 0.564 18000 G 2002  ALT 460) 337 Portsmouth Blvd 0.15 16000 G 97% 1% 2% 0% 1% 0% F 0.089 F 0.089 F 0.564 18000 G 2002  ALT 460) 337 Portsmouth Blvd 0.15 16000 G 97% 1% 2% 0% 1% 0% F 0.089 F 0.089 F 0.564 18000 G 2002  ALT 460) 337 Portsmouth Blvd 0.28 8700 G 95% 1% 2% 0% 1% 0% F 0.089 F 0.089 F 0.577 9200 G 2002  ALT 460) 337 Portsmouth Blvd 0.28 8700 G 95% 1% 2% 1% 3% 0% F 0.116 F 0.089 F 0.577 9200 G 2002  ALT 460) 364 0.72  Combined Traffic: 62000 G 94% 0% 2% 1% 3% 0% F 0.116 F 77000 G	$\overline{}$															
ALT 460) 58 Airline Blvd 0.29 13000 G 96% 1% 1% 0% 1% 0% F 0.082 F 0.565 13000 G 2002  ALT 460) 58 Airline Blvd 0.20 15000 G 96% 1% 1% 0% 1% 0% F 0.082 F 0.565 13000 G 2002  ALT 460) 58 Airline Blvd 0.20 15000 G 96% 1% 1% 0% 1% 0% F 0.084 F 0.500 16000 G 2002  ALT 460) 58 Airline Blvd 0.20 15000 G 96% 1% 1% 0% 1% 0% F 0.084 F 0.500 16000 G 2002  ALT 460) 58 Airline Blvd 0.20 15000 G 96% 1% 1% 0% 1% 0% F 0.084 F 0.500 16000 G 2002  ALT 460) 58 Airline Blvd 0.20 15000 G 96% 1% 1% 0% 1% 0% F 0.084 F 0.500 16000 G 2002  ALT 460) 58 Airline Blvd 0.20 17000 G 96% 1% 1% 0% 1% 0% F 0.088 F 0.59 18000 G 2002  ALT 460) 58 Airline Blvd 0.28 17000 G 96% 1% 1% 0% 1% 0% F 0.088 F 0.59 18000 G 2002  ALT 460) 337 Portsmouth Blvd 0.10 18000 G 97% 1% 2% 0% 1% 0% F 0.089 F 0.564 18000 G 2002  ALT 460) 337 Portsmouth Blvd 0.15 16000 G 97% 1% 2% 0% 1% 0% F 0.089 F 0.564 18000 G 2002  ALT 460) 337 Portsmouth Blvd 0.22 8700 G 95% 1% 2% 0% 1% 0% F 0.089 F 0.577 9200 G 2002  ALT 460) 337 Portsmouth Blvd 0.22 8700 G 95% 1% 2% 1% 1% 0% F 0.089 F 0.577 9200 G 2002  ALT 460) 337 Portsmouth Blvd 0.02 8700 G 95% 1% 2% 1% 3% 0% F 0.112 F 66000 G  Combined Traffic: 62000 G 94% 0% 2% 1% 3% 0% F 0.112 F 66000 G  Combined Traffic: 72000 G 94% 0% 2% 1% 3% 0% F 0.116 F 77000 G	337 Harbor Dr	0.05	3600	G	87%	1%	3% 2%	7%	0%	F	0.098	F	0.503	3800	G	2002
ALT	ALT.				To: From:		County St		]							
ALT   SEC   CHESAPEAKE     SEC   CHESAPEAKE   SEC	$\overline{}$	0.35	4000	G		1%	3% 2%	7%	0%	F	0 088	F	0.504	4200	G	2002
See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for this segment.   See   264 for directional traffic volume estimates for t	1337 Harbor Di	0.00	7000	J	_	1 /0		1 /0	070		0.000	•	0.504	4200	O	2002
ALT	A 1 T				From:			AVE								
ALT   GREENWOOD DR	~~~	0.20	13000	G		1%			0%	F	0 082	F	0 565	13000	G	2002
ALT 460) 58 Airline Blvd 0.20 15000 G 96% 1% 1% 0% 1% 0% F 0.084 F 0.500 16000 G 2002  ALT 460) 58 Airline Blvd 1.30 13000 G 96% 1% 1% 0% 1% 0% F 0.091 F 0.565 13000 G 2002  ALT 460) 58 Airline Blvd 0.28 17000 G 96% 1% 1% 0% 1% 0% F 0.091 F 0.565 13000 G 2002  ALT 460) 337 Portsmouth Blvd 0.10 18000 G 97% 1% 2% 0% 1% 0% F 0.088 F 0.59 18000 G 2002  ALT 460) 337 Portsmouth Blvd 0.15 16000 G 97% 1% 2% 0% 1% 0% F 0.089 F 0.658 16000 G 2002  ALT 460) 337 Portsmouth Blvd 0.22 8700 G 95% 1% 2% 0% 1% 0% F 0.089 F 0.658 16000 G 2002  ALT 460) 337 Portsmouth Blvd 0.22 8700 G 95% 1% 2% 1% 1% 0% F 0.089 F 0.577 9200 G 2002  ALT 460) 264  0.72 See I-264 for directional traffic volume estimates for this segment.  Combined Traffic: 62000 G 94% 0% 2% 1% 3% 0% F 0.112 F 66000 G  See I-264 for directional traffic volume estimates for this segment.  Combined Traffic: 72000 G 94% 0% 2% 1% 3% 0% F 0.116 F 77000 G	460 (58) Allille Blvd	0.29	13000	G	90 /6	1 /0	170 070	1 /0	0 70	•	0.002		0.505	13000	G	2002
ALT   See   -264	ALT				From:		GREENWOOD	DR								
ALT	~~~	0.20	15000	G	96%	1%	1% 0%	1%	0%	F	0.084	F	0.500	16000	G	2002
ALT  ALT  ALT  AGO  S8 Airline Blvd  0.28 17000 G  96% 1% 1% 0% 1% 0% F  0.091 F  0.565 13000 G  2002  ALT  AGO  S8 Airline Blvd  0.28 17000 G  96% 1% 1% 0% 0% 1% 0% F  0.088 F  0.59 18000 G  2002  ALT  ALT SR 337 Tumpike Rd  ALT  AGO  337 Portsmouth Blvd  0.15 16000 G  97% 1% 2% 0% 1% 0% F  0.089 F  0.658 16000 G  2002  ALT  AGO  337 Portsmouth Blvd  0.22 8700 G  95% 1% 2% 1% 1% 0% F  0.089 F  0.089 F  0.577 9200 G  2002  ALT  AGO  337 Portsmouth Blvd  0.22 8700 G  94% 0% 2% 1% 3% 0% F  0.112 F  66000 G  ALT  460 264  0.72  See I-264 for directional traffic volume estimates for this segment.  Combined Traffic: 62000 G  94% 0% 2% 1% 3% 0% F  0.99  See I-264 for directional traffic volume estimates for this segment.  See I-264 for directional traffic volume estimates for this segment.  See I-264 for directional traffic volume estimates for this segment.  Combined Traffic: 72000 G  94% 0% 2% 1% 3% 0% F  0.116 F  77000 G					To:		EI MHIIDST	T A								
ALT																
ALT SR 337 Tumpike Rd  ALT SR 337 Tumpike Rd  ALT SR 337 Portsmouth Blvd 0.15 16000 G 97% 1% 2% 0% 1% 0% F 0.089 F 0.658 16000 G 2002  ALT SR 337 Tumpike Rd  ALT SR 337 Tumpike Rd  L-264  L-264  AL	460 \ 58 \ Airline Blvd	1.30	13000	G	96%	1%	1% 0%	1%	0%	F	0.091	F	0.565	13000	G	2002
ALT SR 337 Portsmouth Blvd 0.10 18000 G 97% 1% 2% 0% 1% 0% F 0.088 F 0.59 18000 G 2002  ALT SR 337 Portsmouth Blvd 0.10 18000 G 97% 1% 2% 0% 1% 0% F 0.079 F 0.564 18000 G 2002  ALT SR 337 Tumpike Rd  ALT SR 337 Tumpike Rd  L-264  ALT SR 337 Portsmouth Blvd 0.22 8700 G 95% 1% 2% 1% 1% 0% F 0.089 F 0.658 16000 G 2002  ALT SR 337 E-264  ALT SR 337 E-264  ALT SR 337 E-264  Combined Traffic: 62000 G 94% 0% 2% 1% 3% 0% F 0.112 F 66000 G  See I-264 for directional traffic volume estimates for this segment.  Combined Traffic: 72000 G 94% 0% 2% 1% 3% 0% F 0.116 F 77000 G	ALT.				From:		VICTORY BL	VD	}							
ALT 460 337 Portsmouth Blvd 0.10 18000 G 97% 1% 2% 0% 1% 0% F 0.079 F 0.564 18000 G 2002  ALT 460 337 Portsmouth Blvd 0.15 16000 G 97% 1% 2% 0% 1% 0% F 0.089 F 0.658 16000 G 2002  ALT 460 337 Portsmouth Blvd 0.22 8700 G 95% 1% 2% 1% 1% 0% F 0.089 F 0.577 9200 G 2002  ALT 460 337 Portsmouth Blvd 0.22 8700 G 95% 1% 2% 1% 1% 0% F 0.089 F 0.577 9200 G 2002  ALT 8 37 & 1-264  Combined Traffic: 62000 G 94% 0% 2% 1% 3% 0% F 0.112 F 66000 G  ALT 5 5 6 6000 G 94% 0% 2% 1% 3% 0% F 0.112 F 66000 G  See I-264 for directional traffic volume estimates for this segment.  Combined Traffic: 72000 G 94% 0% 2% 1% 3% 0% F 0.116 F 77000 G	~~~	0.28	17000	G	96%	1%	1% 0%	1%	0%	F	0 088	F	0.59	18000	G	2002
ALT	400) (30) / 1111110 13110	0.20		•		1 /0			U /U	'	0.000	•	0.00	10000	5	2002
ALT	ALT				From:			557								
ALT SR 337 Tumpike Rd	460 337 Portsmouth Blvd	0.10	18000	G	97%	1%	2% 0%	1%	0%	F	0.079	F	0.564	18000	G	2002
ALT 460 337 Portsmouth Blvd 0.15 16000 G 97% 1% 2% 0% 1% 0% F 0.089 F 0.658 16000 G 2002  ALT 460 337 Portsmouth Blvd 0.22 8700 G 95% 1% 2% 1% 1% 0% F 0.089 F 0.577 9200 G 2002  ALT 460 264 0.72 See I-264 for directional traffic volume estimates for this segment.  Combined Traffic: 62000 G 94% 0% 2% 1% 3% 0% F 0.112 F 66000 G  ALT 460 264 0.99 See I-264 for directional traffic volume estimates for this segment.  Combined Traffic: 72000 G 94% 0% 2% 1% 3% 0% F 0.116 F 77000 G	$\sim$				To		ALT SR 337 Turn	pike Rd								
ALT   I-264	$\sim$	0.45	46000	_					00/	_	0.000	_	0.650	16000	0	2000
ALT 460 337 Portsmouth Blvd 0.22 8700 G 95% 1% 2% 1% 1% 0% F 0.089 F 0.577 9200 G 2002  ALT 500 RT 337 & I-264  See I-264 for directional traffic volume estimates for this segment.  Combined Traffic: 62000 G 94% 0% 2% 1% 3% 0% F 0.112 F 66000 G  ALT 500 US 17 Frederick Blvd  O.99 See I-264 for directional traffic volume estimates for this segment.  See I-264 for directional traffic volume estimates for this segment.  Combined Traffic: 72000 G 94% 0% 2% 1% 3% 0% F 0.116 F 77000 G	460 337 Portsmouth Blvd	0.15	16000	G	9/%	1%	∠% U%	1%	U%	F	0.089	F	U.ხ58	16000	G	2002
ALT	AI T				To: From:		I-264									
ALT		0.22	8700	G	95%	1%	2% 1%	1%	0%	F	0.089	F	0.577	9200	G	2002
1	700 001			-	Ter					•		٠			-	
Combined Traffic: 62000 G 94% 0% 2% 1% 3% 0% F 0.112 F 66000 G    Value   Valu	ALT				From:		KT 337 & I-2	64								
Combined Traffic: 62000 G 94% 0% 2% 1% 3% 0% F 0.112 F 66000 G    Output		0.72				Se	e I-264 for dire	ctional tra	affic volu	me es	timates f	or this	segment	t.		
See I-264 for directional traffic volume estimates for this segment.  Combined Traffic: <b>72000 G</b> 94% 0% 2% 1% 3% 0% F 0.116 F 77000 G		d Traffic:	62000	G	94%	0%	2% 1%	3%	0%	F	0.112	F		66000	G	
See I-264 for directional traffic volume estimates for this segment.  Combined Traffic: <b>72000 G</b> 94% 0% 2% 1% 3% 0% F 0.116 F 77000 G					To		US 17 Frederick	Blvd								
Combined Traffic: <b>72000 G</b> 94% 0% 2% 1% 3% 0% F 0.116 F 77000 G					From:							,				
				_	_								segment		_	
To: Deep Creek Blvd	Combine	d Traffic:	72000	G		0%			0%	F	0.116	F		77000	G	
					To:		Deep Creek B	lvd								

Route	Length	AADT	QA	4Tire	Bus		True 3+Axle			-0C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth				From:		Doon	Creek Blvd									
460 (264)	0.67				Se				ffic volu	ıme es	timates f	or this	segment			
400)(204)	Combined Traffic	69000	G	94%	0%	2%	1%	3%	0%	F	0.114	F	, cog	74000	G	
				To		SR 141	Effingham	St								
ALT	0.07			From:					· ·	ļ						
460 (264)	0.87		_										segment		_	
~ ~	Combined Traffic	61000	G	94% To:	0%	2%	1%	3%	0%	F	0.089	F	0.507	65000	G	
							L Norfolk									
<u> </u>	• • •		_	From:	201		ernon Ave	-01	201			_			_	
1) Bayview Blvd	0.21	21000	G	93% To:	0%	2%	2%	3%	0%	С	0.091	F	0.700	22000	G	2002
							auqua Ave									
<u> </u>				From:		124-8525	River Shore	Rd								
S516 Cedar Lane	0.42	NA		. —							NA			NA		
				To:		De	ead End									
				From:			L Suffolk									
Town Point F	Rd 0.71	7900	G	97%	1%	2%	0%	0%	0%	F	0.098	F	0.577	8300	G	2002
				To:		Twir	Pines Rd		-							
Town Point F	Rd 0.13	25000	G	97%	1%	2%	0%	0%	0%	С	0.086	F	0.598	26000	G	2002
				To-		SR 164	Western Fv	VV								_
Town Point F	Rd 0.31	21000	G	97%	1%	2%	0%	0%	0%	F	0.088	F	0.516	22000	G	2002
1 own Point F	0.01		•	To:	170		Chesapeake		7,0		0.000	•	0.010	22000	Ü	2002
				From:			lm Ave		1							
Portsmouth E	3lvd 0.34	4300	G	96%	1%	2%	0%	0%	0%	F	0.153	F	0.797	4600	G	2002
Portsmouth E	5.VG 0.0-1	4000	Ŭ	0070	1 70			070	070	•	0.100	•	0.707	4000	Ü	2002
<u> </u>				From:	40/		ngham St	201				_				222
Portsmouth E	3lvd 0.55	4700	G	96% To:	1%	2%	0%	0%	0%	С	0.171	F	0.825	5000	G	2002
							enter Pkwy									
<u> </u>			_	From:	40/		n Point Rd	101	201			_		40000	_	
Twin Pines R	Rd 0.90	9700	G	97%	1%	1%	0%	1%	0%	С	0.093	F	0.566	10000	G	2002
				From:		Swar	nnanoa Dr									
Twin Pines R	Rd 0.63	3200	G	97%	1%	1%	0%	1%	0%	F	0.092	F	0.554	3300	G	2002
				To:			gerow Cir									
<u> </u>	2.22	4=00	_	From:	40/		Pines Rd	40/	00/	_	0.440	_	0.540	4000	0	0000
Hedgerow Ln	0.28	1500	G	97%	1%	1%	0%	1%	0%	F	0.119	F	0.518	1600	G	2002
							Shore Rd									
<u> </u>			_	From:			Chesapeake			_		_			_	
Churchland E	3lvd 0.09	14000	G	97%	1%	2%	1%	0%	0%	F	0.091	F	0.545	15000	G	2002
				To: From:			Norfolk Rd hland Blvd									
8524) W Norfolk Ro	d 0.11	3400	G	97%	1%	2%	1%	0%	0%	F	0.092	F	0.516	3600	G	2002
0524) 11 110110111111	0.11	0.00	•		170			070			0.002	•	0.010	0000	Ü	2002
AV Norfolk D	1 105	0.400	_	From:	40/		Neck Rd	00/		_	0.005	_	0.540	0700	0	0000
8524) W Norfolk Ro	1.05	6400	G	97%	1%	2%	1%	0%	0%	С	0.095	F	0.548	6700	G	2002
				From:			edar Ln									
8524) W Norfolk Ro	1.47	4400	G	97%	1%	2%	1%	0%	0%	F	0.091	F	0.508	4600	G	2002
				To: From:		SR 164	Western Fv	vy								
W Norfolk Ro	0.46	540	G	97%	1%	2%	1%	0%	0%	F	0.128	F	0.5	570	G	2002
				To:		Bro	adway St									
				From:		Feuc	dist Drive									
Sterling Pt	0.38	1600	G	96%	1%	2%	1%	1%	0%	F	0.101	F	0.503	1600	G	2002
				To-		Hig	gh Street									
<u> </u>				From:			ligh St									
Section Cedar La	1.18	9700	G	96%	1%	2%	1%	1%	0%	С	0.09	F	0.519	10000	G	2002
				To: From:			Norfolk Rd									
8525) Cedar Ln	0.35	14000	G	96%	1%	2%	orfolk Rd 1%	1%	0%	F	0.1	F	0.507	15000	G	2002
8525 Cedar Ln	0.35	14000	9	<del>20</del> 70					U /0	I <sup>*</sup>	0.1	1.	0.507	13000	J	2002
<u> </u>			_	From:			estern Free			_		_				
8525) Cedar Ln	0.35	11000	G	96%	1%	2%	1%	1%	0%	F	0.124	F	0.517	11000	G	2002
				To:			Shore Rd									

						City of Portsinot									
Route	Length	AADT	QA	4Tire	Bus	True		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
City of Portsmouth															
Diver Chara Dd	0.44	0000	_	From:	40/	Cedar Lane	40/	00/	_	0.400	_	0.504	0.400	0	200
8525 River Shore Rd	0.11	8900	G	96%	1%	2% 1%	1%	0%	F	0.109	F	0.591	9400	G	2002
				To: From:		Oakhurst Rd									
8525) River Shore Rd	0.85	5500	G	96%	1%	2% 1%	1%	0%	F	0.09	F	0.715	5800	G	200
				To-		Hedgerow La									
				From:		Cul-d-Sac									
8526) Chautauqua Ave	0.58	2300	G	97%	0%	2% 1%	0%	0%	F	0.109	F	0.756	2400	G	200
				т											
Chautauaua Aua	0.40	40000		From:	00/	Cleveland St	00/		^	0.004		0.500	42000		200
Chautauqua Ave	0.12	12000	G	97%	0%	2% 1%	0%	0%	С	0.094	F	0.508	13000	G	200
				From:		Detroit St		-							
8526) Chautauqua Ave	0.14	12000	G	97%	0%	2% 1%	0%	0%	F	0.097	F	0.521	13000	G	200
				To		Wesley St									
S526) Chaltauqua Ave	0.26	23000	G	97%	0%	2% 1%	0%	0%	F	0.088	F	0.69	24000	G	200
Chaltauqua Ave	0.20	20000	Ū	To:	070	Bayview Blvd	0 70	070	•	0.000	•	0.00	24000	Ü	200
				_											
O 01 1 11 51 1	2.42		_	From:	201	West Norfolk Rd	201	201	_		_		40000	_	
S528 Churchville Blvd	0.13	9900	G	98%	0%	2% 0%	0%	0%	F	0.094	F	0.548	10000	G	200
				To: From:		Tyre Neck Rd		$\neg$							
S528) Churchland Blvd	0.27	10000	G	98%	0%	2% 0%	0%	0%	С	0.093	F	0.531	11000	G	200
				To:		High St US 17									
				From:				<u> </u>							
Tyre Neck Rd	0.24	12000	G	98%	0%	NCL Chesapeake	0%	0%	F	0.095	F	0.596	13000	G	200
1 yre Neck Rd	0.24	12000	G	30 %	U 70	170 170	U 70	U 70	۲	0.095	Г	0.590	13000	G	∠00
				To: From:		High St		-							
Tyre Neck Rd	0.18	5600	G	98%	0%	1% 1%	0%	0%	С	0.093	F	0.502	5900	G	200
				To		Churchland Blvd									
Tyre Neck Rd	0.09	3800	G	98%	0%	1% 1%	0%	0%	F	0.097	F	0.524	4000	G	200
Tyre Neck Rd	0.00	3000	J	To:	0 70	W Norfolk Rd	0 /0	070	'	0.007	•	0.024	4000	O	200
<u> </u>			_	From:		Cedar Ln			_		_			_	
Hatton Pt Rd	0.56	3100	G	98%	0%	1% 1%	0%	0%	F	0.092	F	0.591	3300	G	200
<u> </u>				To:		Goff St									
				From:		High St									
8536) Western Branch Blvd	0.58	7300	G	95%	2%	2% 0%	0%	0%	F	0.102	F	0.701	7700	G	200
				To		High St									
B536) Hartford St	1.00	4700	G	95%	2%	2% 0%	0%	0%	С	0.092	F	0.510	4900	G	200
8536) 110111010 01	1.00	4100	•	To:	270	Mt Vernon Ave	0 70	- 70	Ü	0.002	•	0.010	4000	O	200
Clash	4 44	0500	_	From:	001	Victory Blvd	001	001	_	0.404	_	0.504	0700	6	000
8537 Elmhurst Ln	1.41	2500	G	96%	2%	2% 0%	0%	0%	F	0.101	F	0.504	2700	G	200
				From:		Garwood Ave									
8537) Elmhurst Ln	0.18	3900	G	96%	2%	2% 0%	0%	0%	F	0.105	F	0.587	4100	G	200
				To:											
Clmb	0.74	6700		From:	00/	Airline Blvd	00/			0.007		0.000	7400		
Elmhurst Ln	0.71	6700	G	96%	2%	2% 0%	0%	0%	С	0.097	F	0.632	7100	G	200
_				From:		Cherokee Rd									
Elmhurst Ln	0.31	7600	G	96%	2%	2% 0%	0%	0%	F	0.097	F	0.556	8000	G	200
				To:		Dortomouth DI3									
Flmhuret I n	0.89	6600	C	From: 96%	2%	Portsmouth Blvd 2% 0%	0%	0%	F	0.004	F	0.506	6900	G	200
Elmhurst Ln	0.09	0000	G	90% To:	∠70		U 70	U 70	۲	0.094	Г	0.506	0900	G	∠∪(
						Shore Dr									
	<u>-</u>			From:		Hodges Ferry Rd								. <u></u>	
S538 Cherokee Rd	0.67	4300	G	96%	2%	2% 0%	0%	0%	F	0.088	F	0.535	4600	G	200
				To:		City Park Ave									
				From:		Constitution Ave									
8539) County St	0.40	4900	G	93%	1%	3% 2%	1%	0%	F	0.087	F	0.552	5200	G	200
			-						٠					-	
	0.04	4000		From:	401	Peninsula Ave	401		_	0.000	_	0.500	4.00		
(8539) County St	0.31	4200	G	93% To-	1%	Peninsula Ave 3% 2% Elm Ave	1%	0%	С	0.088	F	0.593	4400	G	200

						City of	Portsmo	uth								
Pouto	Longth	AADT	QA	4Tiro	Bus		Tru	ck		QC	Peak	QK	Dir	AAWDT	OW/	Year
Route	Length	AADI	QА	4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QI	Factor	AAWDI	QVV	i cai
City of Portsmouth				From:		E	I A		1							
(8539) County St	0.33	4500	G	93%	1%	2%	lm Ave 2%	2%	0%	С	0.080	F	0.595	4800	G	2002
00000				To:			ngham St									
(8539) County St	0.34	3000	G	93%	1%	2%	2%	2%	0%	F	0.104	F	0.571	3200	G	2002
(0559)				To:	.,,					-		•			_	
(8539) County St	0.16	3200	G	From: 93%	1%	2%	ourt St 2%	2%	0%	F	0.098	F	0.658	3300	G	2002
(6539) 304) 31	00	0_00	•	To:	.,,		wford St			-	0.000	•	0.000	0000		
				From:		Portsmout	th Blvd SR	.337								
(8540) Hodges Ferry Rd	0.28	8000	G	97%	0%	2%	1%	1%	0%	F	0.09	F	0.513	8400	G	2002
$\bigcup$				To		L	ogan St									
(8540) Hodges Ferry Rd	0.26	7100	G	97%	0%	2%	1%	1%	0%	F	0.092	F	0.516	7500	G	2002
				To:		Che	rokee Rd		1.							
(8540) Hodges Ferry Rd	0.76	7600	G	97%	0%	2%	1%	1%	0%	С	0.082	F	0.521	7900	G	2002
				To		A irl	line Blvd									
(8540) Greenwood Dr	0.57	17000	G	97%	0%	2%	1%	1%	0%	F	0.085	F	0.537	18000	G	2002
				To:	•				<del></del>							
(8540) Greenwood Dr	0.80	13000	G	95%	2%	2%	I-264 0%	0%	0%	F	0.089	F	0.506	14000	G	2002
(8540) Greenwood Dr	0.00	. 5556	_	To:	£ /U			J /0	J /0	•	5.000	•	0.000	1-1000	J	_002
(8540) Greenwood Dr	0.63	10000	G	From: 95%	2%	2%	alier Blvd 0%	0%	0%	F	0.087	F	0.562	11000	G	2002
(8540) Greenwood Dr	0.03	10000	J	9570	2 /0			0 70	070		0.007	'	0.302	11000	J	2002
Croonwood Dr	1.05	3700	G	From: 95%	2%	2%	tory Blvd 0%	0%	0%	С	0.083	F	0.565	3900	G	2002
(8540) Greenwood Dr	1.05	3700	G	95%	270	270	U 70	070	070	C	0.063	г	0.505	3900	G	2002
O	0.20	2200		From:	20/		endence St				0.005	_	0.540	2400		2002
(8540) Greenwood Dr	0.36	3200	G	95%	2%	2%	0%	0%	0%	F	0.095	F	0.519	3400	G	2002
<u> </u>				From:	201		Creek Blvo				2 2 2 4			0.400		
(8540) Greenwood Dr	0.50	3200	G	95% To:	2%	2%	0%	0%	0%	F	0.091	F	0.524	3400	G	2002
							ashington									
8542) Snead Fairway	0.30	870	G	92%	2%	Chandle 5%	er Harper I 0%	)r 1%	0%	С	0.103	F	0.537	910	G	2002
8542 Snead Fairway	0.30	0/0	G	92 76 To:	270		es Ferry Rd		070	C	0.103	г	0.557	910	G	2002
				From:			Airline Bly									
(8543) City Park Ave	0.79	2200	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.561	2400	G	2002
(6343) 3117 113	00		•	Tai	0,0					-	0.000	•	0.00			
(8543) City Park Ave	0.58	4800	G	From: 98%	0%	1%	ortsmouth I	1%	0%	F	0.098	F	0.514	5100	G	2002
6543) Oity 1 dix 7 (VC	0.00	4000	•	To:	070		ifford St	170	070	•	0.000	•	0.014	0100	Ü	2002
				From:			Park Ave									
(8543) Clifford St	0.53	9500	G	98%	0%	1%	0%	1%	0%	С	0.098	F	0.55	9900	G	2002
				To: From:			hatan Ave ifford St									
(8543) Powhatan Ave	0.26	7400	G	98%	0%	1%	0%	1%	0%	F	0.099	F	0.589	7800	G	2002
0040)				To:			Cing St									
O 16 01			_	From:	201		hatan Ave	40/		_		_				
(8543) King St	0.79	8100	G	98%	0%	1%	0%	1%	0%	F	0.097	F	0.615	8600	G	2002
				To:			man Ave									
Rodman Ave	0.50	6400	G	From:	10/		ortsmouth l		Ω0/	E	0 000	E	0.546	6900	C	2002
Rodman Ave	0.58	6400	G	97% To:	1%	2%	0% oline Ave	1%	0%	F	0.088	F	0.546	6800	G	2002
				From:			man Ave									
(8544) Caroline Ave	0.19	370	G	97%	1%	2%	0%	1%	0%	F	0.134	F	0.547	390	G	2002
				To: From:		US 58	Airline Blv	⁄d	1							
(8544) Caroline Ave	1.05	2500	G	97%	1%	2%	0%	1%	0%	С	0.087	F	0.553	2600	G	2002
$\overline{}$				To:		Shen	andoah St									
				From:		US 58	Airline Blv	⁄d								
Rodman Ave	0.61	8500	G								0.088	F	0.525	8900	G	2002
				To:		H	ligh St									

						City of Port	smouth								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	-Truck Axle 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth				From:				ī							
(8546) Elliott Ave	1.60	3400	G	TIOM		McLean				0.109	F	0.505	3600	G	2002
				In-		Frederick Blv									
8547) Deep Creek Blvd	0.28	5700	G	95%	2%	N CL Chesa 2% 1°	•	0%	F	0.095	F	0.577	6000	G	2002
(8547) Deep Creek Blvd	0.84	6800	G	From: 95%	2%	Victory E		0%	F	0.083	F	0.515	7200	G	2002
(8547) Deep Creek Blvd	0.27	8300	G	From: 95%	2%	Greenwood 2% 1°		0%	F	0.080	F	0.543	8700	G	2002
(8547) Deep Creek Blvd	0.46	8400	G	From: 95%	2%	Wright A		0%	С	0.079	F	0.530	8900	G	2002
				To: From:		Portsmouth									
Deep Creek Blvd	0.16	9000	G	95%	2%	2% 1° Frederick		0%	F	0.080	F	0.581	9500	G	2002
8547) Deep Creek Blvd	0.78	5700	G	95% To:	2%	2% 1° Des Moine	% 0%	0%	F	0.080	F	0.556	6000	G	2002
				From:		Mt Vernor									
(8548) Wesley St	0.21	2100	G	89%	1%	2% 3	% 4%	0%	F	0.190	F	0.780	2200	G	2002
(8548) Wesley St	0.22	12000	G	From: 89%	1%	Chautauqui 2% 3°		0%	С	0.089	F	0.59	13000	G	2002
,				To:		ML King					·				
_				From:		High S	t								
Mt Vernon Ave	0.14	4300	G	96%	1%	2% 1		0%	F	0.077	F	0.628	4500	G	2002
Mt Vernon Ave	1.21	12000	G	From: 96% To:	1%	London E 2% 1° Bay View	% 0%	0%	С	0.083	F	0.579	13000	G	2002
				From:		Mt Vernor									
(8550) Cleveland St	0.21	1300	G	98%	0%	1% 0		0%	F	0.087	F	0.550	1400	G	2002
(8550) Cleveland St	0.18	11000	G	From: 98%	0%	Chautauqui 1% 0°		0%	С	0.095	F	0.912	12000	G	2002
				To:		ML King	Frwy								
(8552) London St	0.49	5800	G	98%	0%	Effinghar	% 0%	0%	F	0.089	F	0.519	6100	G	2002
<u> </u>				To:		Crawford									
8553 Peninsula Ave	0.59	3200	G	98% To:	0%	County  1%  1eckie S	% 0%	0%	F	0.099	F	0.599	3400	G	2002
				From:		County									
(8554) Constitution Ave	0.66	1600	G	96%	0%	2% 29	% 0%	0%	F	0.099	F	0.568	1600	G	2002
				From:		Leckie Constitution									
8554 Leckie St	0.80	960	G	96% To:	0%	2% 29	% 0%	0%	F	0.113	F	0.502	1000	G	2002
-				From:		Fort L Leckie									
8554 Fort La	0.07	1400	G	96% To:	0%	2% 2° Crawford l	% 0%	0%	F	0.082	F	0.678	1400	G	2002
			_	From:		Fort La	ne				_			_	
(8554) Crawford Pkwy	0.06	2900	G	96%	0%	2% 2°		0%	F	0.095	F	0.537	3000	G	2002
(8554) Crawford Pkwy	0.28	4300	G	96%	0%	Effinghar 2% 2°	% 0%	0%	F	0.092	F	0.625	4600	G	2002
(8554) Crawford Pkwy	0.35	4800	G	From: 96%	0%	2% 29		0%	F	0.087	F	0.536	5000	G	2002
$\overline{\circ}$				To- From:		London F									
(8554) Crawford St	0.10	8200	G	96% To:	0%	2% 29 High S		0%	F	0.094	F	0.509	8600	G	2002

Route   Length   AADT   QA   4Tire   Bus   Sale   Truck   Truck   Chest   Ch							City of Portsmo	outh								
Crawford St	Route	Length	AADT	QA	4Tire	Bus			 2Trail	QC		QK		AAWDT	QW	Year
Crawford St	City of Portsmouth								_							
Crownford St	^				From:											
Crawford St   0.24   8400   G   68%   0%   2%   2%   0%   0%   C   0.085   F   0.5   8800   G   2002	(8554) Crawford St	0.11	9000	G	96%	0%	2% 2%	0%	0%	F	0.085	F	0.621	9500	G	2002
Crawford St   0.24   8400   G   65%   0%   2%   2%   0%   0%   C   0.085   F   0.5   8800   G   2002					To:		County St		1							
Count   Steps   Step	Crawford St	0.24	8400	G		0%		0%	0%	С	0.085	F	0.5	8800	G	2002
See   First Street   0.23   2600   G   96%   0%   2%   2%   0%   0%   F   NA	0554)			_						_		-			_	
First Street   0.23					From:											
	8554) First Street	0.23	2600	G	96%	0%	2% 2%	0%	0%	F	NA			NA		2002
					To:		Lincoln St									
Mashington St   0.57   1500   G   96%   0.96   22%   29%   0.96   F   0.095   F   0.503   1600   G   2000					From:		South St		Ī							
Cuestrios Rivey   Foundament   Cuestros Rivey   Foundament   Cuestros Rivey   Foundament   Cuestros Rivey   Foundament   Cuestros Rivey   Foundament   Foundame	Washington St	0.57	1500	G		0%		Λ%	0%	F	0.005	F	0.503	1600	G	2003
Control River   Control Rive	8555) Washington St	0.57	1300	G	_	0 70			0 70	'	0.033	'	0.505	1000	O	2002
Effingham St   0.09   22000   G   97%   0%   1%   1%   0%   0%   F   0.083   F   0.703   23000   G   2002							•	′								
Segret   Fiftingham St   0.20   17000   G   97%   0%   1%   1%   0%   0%   0%   C   0.085   F   0.731   18000   G   2002																
Effingham St	<sub>8557</sub> ) Effingham St	0.09	22000	G	97%	0%	1% 1%	0%	0%	F	0.083	F	0.703	23000	G	2002
Effingham St	$\bigcirc$				To:		North St		1							
Crawford Please   Crawford P	Fffingham St	0.20	17000	G		0%		0%	0%	С	0.085	F	0.731	18000	G	2002
Effingham St 0.09 19000 G 97% 0% 1% 1% 1% 0% 0% 0% F 0.107 F 0.878 20000 G 2002    Fine Control Report	6557) =ga 51	0.20				0,0				•	0.000	•			•	
Ent. OSN. Hospatial																
First   Pertsmouth Bib	<sub>8557</sub> ) Effingham St	0.09	19000	G	97 <u>%</u>	0%			0%	F	0.107	F	0.878	20000	G	2002
Elm Ave   0.76   6500   G   94%   1%   2%   2%   1%   0%   C   0.093   F   0.541   6800   G   2002					To:		Ent. OSN. Hospi	tal								
Elm Ave					From:		Portsmouth Blv	d	1							
South St	8558 Elm Ave	0.76	6500	G	94%	1%			0%	С	0.093	F	0.541	6800	G	2002
Elm Ave 0.03 8000 G 94% 1% 2% 2% 1% 0% F 0.093 F 0.540 8400 G 2002    South St	00000				_											
South St																
Elm Ave 0.19 8200 G 94% 1% 2% 2% 1% 0% F 0.104 F 0.534 8600 G 2002    County St	<sub>8558</sub> ) Elm Ave	0.03	8000	G	94%	1%	2% 2%	1%	0%	F	0.093	F	0.540	8400	G	2002
Elm Ave 0.19 8200 G 94% 1% 2% 2% 1% 0% F 0.104 F 0.534 8600 G 2002    County St					To-		South St		1							
County St   Coun	FIM Ave	0.19	8200	G		1%		1%	0%	F	0 104	F	0 534	8600	G	2002
Elm Ave 0.10 8100 G 94% 1% 2% 2% 1% 0% F 0.09 F 0.523 8500 G 2002	8558) LIIII AVC	0.15	0200	J	J+ 70	1 70	270 270	1 /0	070	'	0.104	'	0.004	0000	O	2002
High St   High St   High St   Sees   High St   High St   Sees   High St	^															
High St	8558) Elm Ave	0.10	8100	G	94%	1%	2% 2%	1%	0%	F	0.09	F	0.523	8500	G	2002
Elm Ave   0.11   5600   G   94%   1%   2%   2%   1%   0%   F   0.089   F   0.601   5900   G   2002	$\bigcirc$				To		High St									
	Flm Ave	0.11	5600	G		1%		1%	0%	F	0.080	F	0.601	5000	G	2002
See	8558) LIIII AVE	0.11	3000	G	3 <del>4</del> /0	1 /0	270 270	1 /0	0 70	'	0.003	'	0.001	3300	O	2002
Leckie St					From:		London Blvd									
Professional Blvd   Prof	8558) Elm Ave	0.38	3500	G	94%	1%	2% 2%	1%	0%	F	0.097	F	0.579	3700	G	2002
Des Moines Ave   0.60   2200   G   95%   2%   2%   1%   0%   0%   0%   F   0.096   F   0.663   2300   G   2002					To:		Leckie St									
Second   S					From:		Portsmouth Rly	d								
Deep Creek Blvd   Deep Creek	Des Moines Ave	0.60	2200	G	95%	2%			0%	F	0.006	F	0.663	2300	G	2002
Des Moines Ave   0.06   7700   G   95%   2%   2%   1%   0%   0%   C   0.076   F   0.573   8100   G   2002	8559 Des Montes Ave	0.00	2200	G	95 /6	2 /0	2/0 1/0	0 /0	0 /0	1	0.090	-	0.003	2300	G	2002
Second   S					From:		Deep Creek Blv	d								
1-264   1-26	8559 Des Moines Ave	0.06	7700	G	95%	2%	2% 1%	0%	0%	С	0.076	F	0.573	8100	G	2002
Des Moines Ave   0.05   8100   G   95%   2%   2%   1%   0%   0%   0%   F   0.078   F   0.556   8500   G   2002					To:		1.264									
South St	Dog Maines Ave	0.05	0400			20/		00/	00/	_	0.070	_	0.556	0500		2002
Solid   Soli	8559 Des Momes Ave	0.05	0100	G		270		0%	0%	Г	0.076	Г	0.556	0000	G	2002
Cavalier Blvd   0.82   11000   G   96%   1%   2%   0%   1%   0%   0%   C   0.1   F   0.588   11000   G   2002					10.		South St									
Cavalier Blvd   0.69   7600   G   96%   1%   2%   0%   1%   0%   F   0.094   F   0.93   8000   G   2002					From:		NCL Chesapeak	æ								
Cavalier Blvd   O.69   7600   G   96%   1%   2%   0%   1%   0%   F   0.094   F   0.93   8000   G   2002	8599) Cavalier Blvd	0.82	11000	G	96%	1%	2% 0%	1%	0%	С	0.1	F	0.588	11000	G	2002
Cavalier Blvd 0.69 7600 G 96% 1% 2% 0% 1% 0% F 0.094 F 0.93 8000 G 2002    To   Victory Blvd					To:		Graanwood Dr									
Tot   Victory Blvd   From:   NCL Chesapeake	Cavaliar Plyd	0.60	7600	G		10/			00/		0.004		0.02	9000	<u></u>	2001
From:   NCL Chesapeake   NCL Chesapeak	8599) Cavallel DIVU	0.09	7 000	J		1 70		1 70	070	Г	0.094	Г	0.93	0000	G	2002
Gust La 0.70 5800 G 96% 1% 2% 0% 1% 0% F 0.086 F 0.551 6100 G 2002    Secondary Second							Victory Blvd									
Tor   Victory Blvd   From   George Washington Pkwy US 17					From:		NCL Chesapeak	e								
Afton Pkwy 0.28 3300 G 96% 1% 2% 0% 1% 0% F 0.097 F 0.536 3500 G 2002    Secondary   From:	<sub>8601</sub> ) Gust La	0.70	5800	G	96%	1%	2% 0%	1%	0%	F	0.086	F	0.551	6100	G	2002
Afton Pkwy 0.28 3300 G 96% 1% 2% 0% 1% 0% F 0.097 F 0.536 3500 G 2002    Secondary   Prosent Pkwy Gap   Pros					To-		Victory Blvd									
Afton Pkwy 0.28 3300 G 96% 1% 2% 0% 1% 0% F 0.097 F 0.536 3500 G 2002    Prospect Pkwy Gap   124-3; Gap   124					From:	C		VVIIC 17								
Prospect Pkwy Gap	Afton Phys	U 28	3300	G					∩º/-	F	0.007	F	0.536	3500	G	2002
Afton Pkwy 0.51 <b>1600 G</b> 96% 1% 2% 0% 1% 0% F 0.115 F 0.651 1600 G 2002    Victory Blvd 239   From   West Norfolk Rd   From   West Norfolk Rd   F 0.148 F 0.951 3000 G 2002	8606) AILOH FKWY	0.20	3300	J		1 70			0 /0	1.	0.097	I-	0.000	3300	G	2002
Afton Pkwy 0.51 <b>1600 G</b> 96% 1% 2% 0% 1% 0% F 0.115 F 0.651 1600 G 2002    Victory Blvd 239   West Norfolk Rd								ар								
To: Victory Blvd 239    West Norfolk Rd	Aften Blazz	O E4	1600	c	<u> </u>	10/		10/	00/	Е	0 115	г	0.654	1600	0	2000
West Norfolk Rd West Ocast Guard Blvd 0.97 <b>2800 G</b> 86% 1% 4% 2% 7% 1% F 0.148 F 0.951 3000 G 2002	8606) AILUII PKWY	0.51	1000	G	_	1%			U%	Г	U. I 15	Г	1,00.0	1000	G	2002
R755) Coast Guard Blvd 0.97 <b>2800 G</b> 86 1% 4% 2% 7% 1% F 0.148 F 0.951 3000 G 2002					10.		victory Blvd 23	9								
	_				From:		West Norfolk R	d								
	8755) Coast Guard Blvd	0.97	2800	G	86%	1%	4% 2%	7%	1%	F	0.148	F	0.951	3000	G	2002
	$\bigcirc$				To:		Main Gate									

						City of PortSilic	ulli								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth															
<u> </u>				From:		Greenwood Dr					_			_	
(8756) Garwood Ave	0.17	3600	G	86%	1%	4% 2%	7%	1%	С	0.104	F	0.505	3800	G	2002
				To:		Elmhurst La									
				From:		US 17 Frederick E	lvd								
8758 High Street	0.12	NA								NA			NA		
				To: From:		US 58 Airline Bl	vd								
(8758) High St	0.22	15000	G	95%	1%	Airline Blvd 2% 1%	0%	0%	F	0.083	F	0.575	16000	G	2002
(8758) High St	0.22	13000	G	93 /6	1 /0	2/0 1/0	0 76	0 /0		0.003	'	0.575	10000	G	2002
				From:		Mt Vernon Ave									
(8758) High St	0.47	17000	G	95%	1%	2% 1%	0%	0%	F	0.082	F	0.589	18000	G	2002
				To: From:		ML King Frwy									
(8758) High St	0.79	16000	G	95%	1%	2% 1%	0%	0%	С	0.079	F	0.613	17000	G	2002
				Tor		Elm Ave		- 1							
(8758) High St	0.32	11000	G	95%	1%	2% 1%	0%	0%	F	0.078	F	0.648	12000	G	2002
6756) Tilgit Ot	0.02	11000	Ŭ	0070	1 70		070	070	•	0.070	•	0.010	12000	Ŭ	2002
O 11: 1 0:	0.54		_	From:	40/	Effingham St	00/			0.400		0.544	7000	_	2222
8758 High St	0.51	7200	G	95%	1%	2% 1%	0%	0%	F	0.102	F	0.544	7600	G	2002
				To:		Crawford St		J							
				From:		Greenwood Dr									
(8759) McLean St	0.92	4600	G	95 <u>%</u>	1%	2% 1%	0%	0%	F	0.091	F	0.578	4800	G	2002
				To:		Airline Blvd									
_				From:		Deep Creek Blv	d								
(8760) Lincoln St	0.83	2500	G	97%	0%	2% 0%	1%	0%	F	80.0	F	0.565	2600	G	2002
				To		Effingham St									
(8760) Lincoln St	0.66	1600	G	97%	0%	2% 0%	1%	0%	F	0.141	F	0.818	1700	G	2002
(6700) =	0.00			To	0,0	First St	.,,	- 70	·	••••	-	0.0.0			
				From:		Portsmouth Blv	a	1							
(8761) Port Centre Pkwy	0.67	10000	G	97%	0%	2% 0%	1%	0%	С	0.129	F	0.907	11000	G	2002
(8761) Port Centre Pkwy	0.07	10000	G	31 /0	0 70	270 070	1 70	070	C	0.129	'	0.307	11000	O	2002
<u> </u>				From:		Crawford St Near I									
(8761) Court St	0.21	7700	G	94%	1%	4% 0%	0%	0%	F	0.103	F	0.510	8100	G	2002
				To: From:		County St		1							
(8761) Court St	0.11	6100	G	94%	1%	4% 0%	0%	0%	С	0.101	F	0.548	6400	G	2002
				To		High St		- 1							
(8761) Court St	0.11	4800	G	94%	1%	4% 0%	0%	0%	F	0.096	F	0.61	5000	G	2002
(8761) Court St	0.11	4000	G	34 /0	1 /0	470 070	0 70	0 70	'	0.030	'	0.01	3000	O	2002
<u> </u>				From:		London St									
(8761) Court St	0.23	1200	G	94%	1%	4% 0%	0%	0%	F	0.141	F	0.707	1200	G	2002
				To:		Crawford Pkwy	7								
				From:		Columbus Avenu	ie								
(8762) South St	0.10	NA								NA			NA		
				To:		Swanson Parkwa									
Courth Ct	0.00	0.400	_	From:	00/	Swanson Pkwy		00/	_	0.000	_	0.074	2000	_	2000
8762 South St	0.09	3400	G	94%	2%	2% 2%	1%	0%	F	0.080	F	0.871	3600	G	2002
~				From:		Des Moines Av	e								
(8762) South St	0.38	7000	G	94%	2%	2% 2%	1%	0%	С	0.077	F	0.597	7300	G	2002
			_	To		Elm Ave									
(8762) South St	0.34	3900	G	94%	2%	2% 2%	1%	0%	F	NA			NA		2002
8762) South St	0.04	2000	•	70 To:	<b>-</b> /0	Effingham St	1 /0	3 70	•	14/7			14/7		2002
				From:				1							
Ambarat Di		00	_	From:		Clover Hill Dr				0.404	_	0.500	00	_	0000
Amherst Dr		90	G	Total		г -				0.134	F	0.583	90	G	2002
				In:		Ferguson Dr									
				From:		Williamsburg Av	/e								
Bain St		160	G							0.107	F		160	G	2002
				To:		Peninsula Ave									

				City of Portsmouth							
Route	Length AADT	QA	4Tire	Bus	OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
Baldwin Ave.	210	G	From:	Fulton Ave		0.077	F		220	G	200
			To:	Deep Creek Blvd							
			From:	Heather Rd							
Brookmere La.	210	G			-	0.164	F		220	G	200
			To:	Summerset Dr							
			From:	Chumley Rd							
Brunswick Rd	830	G	_		1	0.096	F		880	G	200
			To	Tatem Dr							
O a made middless Assesses	400	_	From:	Glasgow St		0.400	_	0.00	400	0	000
Cambridge Avenue	120	G	To:	North St	1	0.106	F	0.68	130	G	200
			From:								
Canterbury Dr	430	G	110	Midfield Pkwy	J	0.107	F	0.681	460	G	200
Canterbury Di	400	J	To	Templar Dr		0.107	•	0.001	400	J	200
			From:	Manor Ave	1						
Cardinal La	510	G	<u> </u>	Ividio 71vc	J	0.101	F		540	G	200
<u> </u>			To:	Thornwood St							
			From:	Hatton Pt Rd	Ī						
Courtney Rd	140	G			-	0.092	F	0.615	150	G	200
			To:	Dead End							
			From:	Bob White St							
Cypress Rd	500	G			-	0.137	F		520	G	200
			To:	Cypress Cir							
		_	From:	Columbus Ave			_			_	
Dale Dr	1900	G	To:	N. 1. 71. 4	1	0.082	F		2000	G	200
			From:	Nashville Ave	] 1						
Darren Dr	2900	G	From:	Horne Ave	J	0.083	F		3000	G	200
Darrendi	2300	•	To:	Greenwood Dr	1	0.003	'		3000	U	200
			From:	Bardot Ln							
Darren Drive	NA		<u> </u>	Burdot Eli	1	NA			NA		
			To:	Cavalier Blvd	1						
			From:	Shamrock Dr							
Dominion Rd	120	G			-	0.151	F		120	G	200
			To:	Fairway Dr							
			From:	Richmond Ave							
Duke St.	1300	G			-	0.084	F		1400	G	200
			To:	Parker Ave							
		_	From:	Merrifield Blvd			_			_	
Forrest Hills Dr	190	G	To:	D.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1	0.084	F		200	G	200
				Burrland Rd							
Frailey PI	720	G	From:	Gills Rd	_	0.092	F		750	G	200
Frailey Fr	720	G	To:	Fiske St	1	0.092	Г		730	G	200
			From:		1						
Gillis Road	NA		-	George Washington Hwy	1	NA			NA		
	IV.		To:	Aylwin Rd	1				1471		
			From:	Potomac Ave							
Glasgow St	1500	G		***	_	0.08	F		1500	G	200
<u>-</u>			To:	Vermont Ave	]						
	·		From:	Bolling Rd							
Greenland Blvd	1400	G			_	0.110	F		1400	G	200
			To-	Portsmouth Blvd							
			From:	Columbia St	j						
Halifax Ave	760	G				0.096	F		800	G	200
Tidilidx 7 (VC	100	•		County St	_						

Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		QK	Dir Factor	AAWDT	QW	Yea
Hawthorne La.	170	G	From:	Twin Pines Rd	0.111	F		180	G	200
			To:	Heather Rd						
			From:	Kirby St						
Independence St.	740	G	To:	Appomattox Ave	0.082	F		780	G	200
			From:	Elm Ave						
Jefferson St	1500	G	-		0.1	F		1600	G	200
			To:	Pearl St						
Jefferson Street	NA			Green Street	NA NA			NA		
			To:	7th Street						
King St.	NA		From:	Yorktown Ave	NA			NA		
King St.	NA.		To:	Williamsburg Ave	INA			NA		
			From:	Race St						
Lancaster Ave	80	G	To:	Griffin St	0.141	F		80	G	200
			From:	Astor Ave						
Magnolia St	400	G			0.09	F		420	G	200
			To: From:	Killian Ave						
Mayflower Rd	390	G	rioni.	Florence Rd	0.116	F		410	G	200
			To:	Hodges Ferry Rd						
McClean Sts	750	G	From:	Lugar Ct	0.084	F		790	G	200
WCClean Sts	750	G	To	Vickers Ct	0.064	Г		790	G	200
			From:	Broad St						
Meander Rd	570	G	To:	Jamaica Rd	0.102	F		600	G	200
			From:	Wycliff Rd						
Morro Blvd	360	G	_	•	0.122	F		380	G	200
			To: From:	Saxon Rd						
Nicholson St	580	G	riom.	Afton Pkwy	0.106	F		610	G	200
			To:	Harris Rd						
Nottingham Rd	250	G	From:	Vancouver Rd	0.109	F		270	G	200
Hottingnam (ta			To:	Yorkshire Rd	0.100			270		200
			From:	Marshall Ave						
Oak St	1500	G	To:	Wilcox Ave	0.071	F		1500	G	200
			From:	Kenny Lane						
Old Farm Rd	260	G	т	D. ". D."	0.095	F		270	G	200
			To: From:	Redbarn Rd  Jackson St						
Progress Ave	100	G		Jackson St	0.153	F		100	G	200
			To:	Monroe St						
River Shore Rd	1800	G	From:	Hedgerow La	0.088	F	0.551	1900	G	200
. avoi onore na	1000		To:	Rivermill Cir	0.000	•	0.001	1000		200
55.			From:	Bob White St						
Robin Rd.	200	G	To:	Portsmouth Blvd	0.105	F		220	G	200
			From:	Beechdale Rd						
Smithfield Rd	450	G			0.101	F		470	G	200
			To:	Deep Creek Blvd						

					Oity Of 1 Ofton	iou iii								
Route		QA	4		T	ruck		- ^^	Peak	QK	Dir Factor	AAWDT	QW	Year
	Length AADT		4Tire	Bus	2Axle 3+Axl	e 1Trail	Q I 2Trail	QC	Hour					
Staunton Ave			From:		Palmer St									
	190	G							0.129	F		200	G	200
			To:		Jefferson St									
Stratford St			From:		Eisenhower Ci	rcle								
	1900	G	<u> </u>						0.086	F		2000	G	200
			To:		Truman Circ	le								
Sugar Creek Cir	360		From:		Augustine C	ir		0.0					G	2002
		G	-						0.091	F		380		
			To:		Gateway Di									
Tazewell St	1000	G	From:		Greenwood I	Or		0.084		F			G	2002
									0.084			1100		
			To:		Freedom Av	e								
Verne Ave	60		From:		Bridges Ave	)		0.116		F		60	G	200
		G							0.116					
			To-		Garner Ave									
Weyanoke Dr.	180		From:		Merrifield Bl	vd		0.109						
		G							0.109	F		190	G	2002
			To:		Burrland Ro									
Whaley Rd	40		From:		River Edge I	)r		0.162		2 F		40	G	2002
		G							0.162					
			To:		Edwin Rd									
Willett Dr	6100		From:		West Rd			0.096				6400	G	2002
		G							0.096	F				
			To:		Sycamore R	d								
Winchester Drive			From:		Caroline Av	e								
	NA								NA			NA		
			To:		Augusta Av	2								
Woodrow Street	NA		From:	Mount Vernon Ave										
			-						NA			NA		
			To:		Broad St									
Wright Rd.	440		From:		Capelle Rd			0.09	F			G	2002	
		G									460			
			To:		Norfolk Rd									